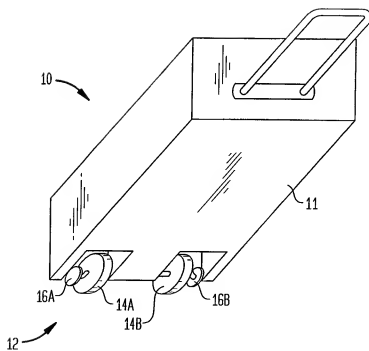


FIG. 1



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FIG. 2

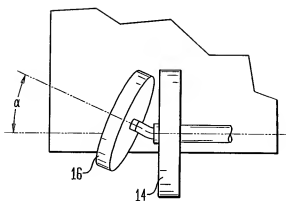


FIG. 3

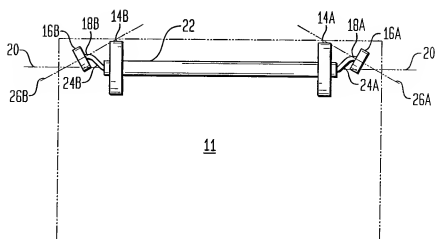
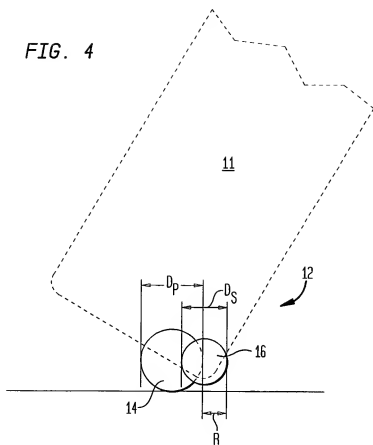


FIG. 4



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FIG. 5

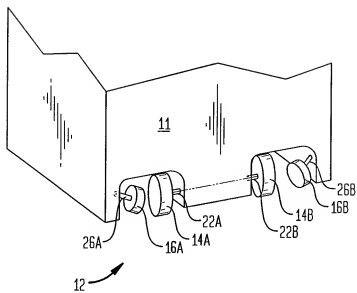
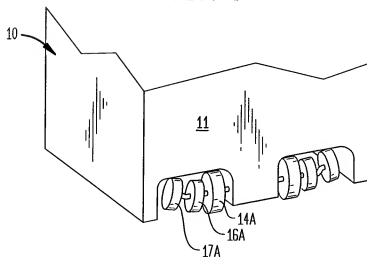


FIG. 6



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FIG. 7

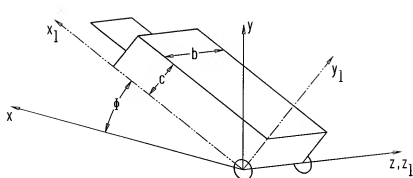
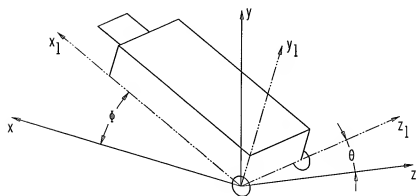


FIG. 8



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FIG. 9A

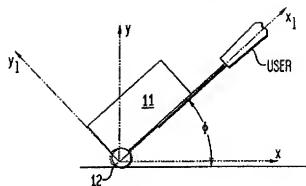


FIG. 9B

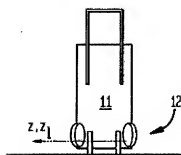
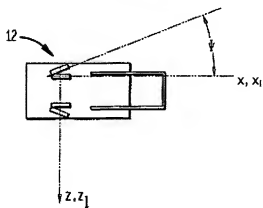


FIG. 9C



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FIG. 10

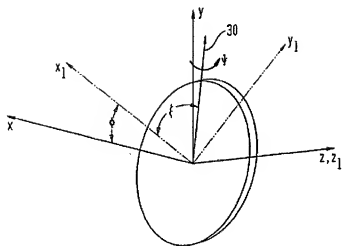
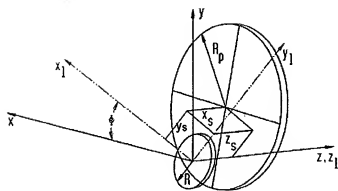


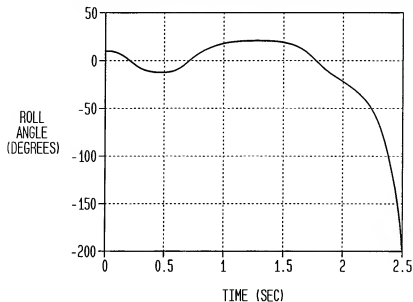
FIG. 11



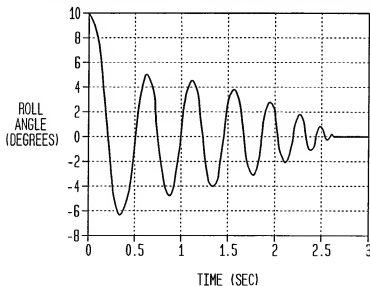
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FIG. 12A

SIMULATION OF ROLL ANGLE OF TRADITIONAL SUITCASE (WHEELS MOUNTED ACROSS NARROWEST SIDE OF SUITCASE) . NO STABILIZATION SYSTEM.

**FIG. 12B**

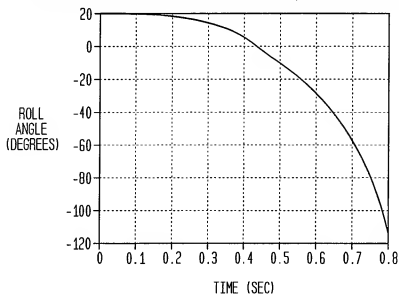
SIMULATION OF ROLL ANGLE OF TRADITIONAL SUITCASE (WHEELS MOUNTED ACROSS NARROWEST SIDE OF SUITCASE) . WITH STABILIZATION SYSTEM.



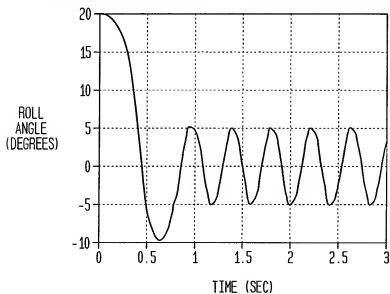
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FIG. 13A

SIMULATION OF ROLL ANGLE OF TRADITIONAL SUITCASE (WHEELS MOUNTED ACROSS NARROWEST SIDE OF SUITCASE). RUNNING PACE, NO STABILIZATION SYSTEM.

**FIG. 13B**

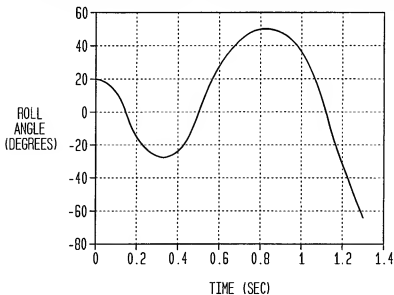
SIMULATION OF ROLL ANGLE OF TRADITIONAL SUITCASE (WHEELS MOUNTED ACROSS NARROWEST SIDE OF SUITCASE) AT RUNNING SPEED (4m/SEC). STABILIZED.



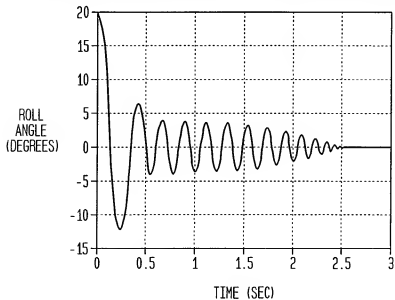
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FIG. 14A

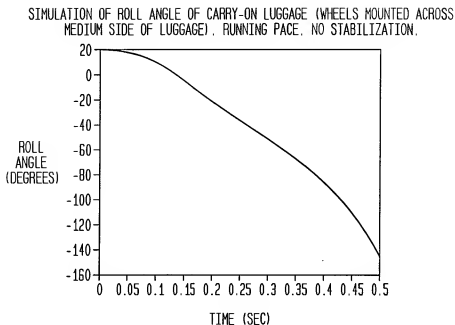
SIMULATION OF ROLL ANGLE OF CARRY-ON LUGGAGE (WHEELS MOUNTED ACROSS MEDIUM SIDE OF LUGGAGE). NO STABILIZATION SYSTEM, REGULAR WALK.

**FIG. 14B**

SIMULATION OF ROLL ANGLE OF CARRY-ON LUGGAGE (WHEELS MOUNTED ACROSS MEDIUM SIDE OF LUGGAGE). NORMAL PACE AND WITH STABILIZATION SYSTEM.



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FIG. 15A**FIG. 15B**